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SOURCE Newspapers as indicated.

RIVER SHIPBUILDING INDUSTRY ANNOUNCES GAINS

RIVER SHIPBUILDING COMPLETES 1949 PLAN -- Rechnoy Transport, No 97, 4 Dec 49

"Glavsudoverf" [Main Shipyard Administration?] has completed the raised 1949 plan for gross production 100.4 percent, the plan for commodity production 102.6 percent, and the plan for ship construction 103.1 percent. In 1949, 111.4 percent more non-self-propelled ships were built and put into service than in 1947, and the increase over 1948 was 46.1 percent. Barge construction showed a gain of 72.4 percent over 1948.

Rechnoy Transport, No 4, 13 Jan 50

Shipbuilding enterprises under "Glavsudoverf" finished 1949 with the completion of the plan for all basic indexes. In particular, the year plan for production of barges, guard ships, landing boats (debarkader), and pontoons was exceeded. Ships having a total capacity of more than 7,400 tons were built from saved materials. Above-plan savings amounted to 7.5 million rubles. About 5 million rubles were released from working capital.

There were some shortcomings in the work of "Glavsudoverf'." The necessary attention was not given to economy of materials. Cost of production in many places exceeded the norms. As formerly, complaints, in particular from the Main Administration of River Basins of the Central Regions, the largest client of "Glavsudoverf'," have been lodged against barge builders in connection with the quality of their product.

WOODEN SHIPBUILDING INDUSTRY DEVELOPS -- Rechnoy Transport, No 21, 14 Mar 50

The wooden shipbuilding industry, concentrated in the Ministry of River Fleet, until recently was a backward branch of production. The government, in a decree providing measures for the reconstruction and further development of river transport, indicated that the basic reason for the lagging of river transport in post-war Five-Year Plan was the exceedingly insignificant supplementation of the fleet.

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The government approved a broad program for the construction of river ships. In accordance with this program, the shipyards of the Ministry of River Fleet had to increase the average yearly output of wooden tonnage by 400 percent over 1946.

The changeover of many shipyards to the continuous method for building wooden ships has increased the output of shipbuilding production and has raised labor productivity. In enterprises of "Glavsudoverf", the output of one worker in rubies increased 61 percent in 1949 over the 1947 figure and the output in tonnage increased 71 percent.

It is well known that industry has not produced and is not producing equipment necessary for the performance of such special shipbuilding operations as making interlocking beam joints, cuts, notches, etc.

A special place in building wooden ships is occupied by the manufacture of reinforcing, which in labor consumption takes 12-15 percent of the total work in building a ship. At present, with the introduction of the continuous system, the manufacture of reinforcing is done by modern forging equipment, on upsetting machines, special machine tools, and other devices.

In a comparatively short time, the building of wooden ships has become one of the more advanced branches of the industry of the Ministry of River Fleet.

GORODETS YARD REPORTS SUCCESSES -- Rechnoy Transport, No 22, 17 Mar 50

In 1948, the Gorodets Shipyard was changed over to the continuous system of shipbuilding. In 1949, the yard produced 100 percent more tonnage than in 1947. The amount of time necessary to build a barge, which in 1947 took up to 100 days, was reduced to 42 days. In 1947, more than 20-man hours were required to produce one ton, but in 1949 this figure was reduced to 11.5 hours. Lowering of the cost of production gave more than 2 million rubles of accumulations in 1949.

The yard is making salt-barges with a capacity of 1,500 tons metal barges with a capacity of 600 tons, and also double-decked landing boats (debarkader) with ferroconcrete hulls.

F. Ivannikov is director of the yard.

MOSCOW SHIPYARD ACTIVE -- Moskovskaya Pravda, No 27, 22 Mar 50

In 2½ months of 1950, the Moscow Shipbuilding Yard of Ministry of River Fleet has built eight all-welded hulls for the new-type Diesel ship, the serial production of which was begun in 1949. Six of the hulls have already been launched.

Rechnoy Transport, No 18, 3 Mar 50

The Moscow Shipbuilding Yard makes searchlights, steamship whistles, and port-holes.

Vechernyaya Moskva, No 4, 5 Jan 50

The Moscow Shipyard will build the first high-speed shallow-draft seasled-type (glissiruyushchiy) Diesel ship of original design. The ship, designed for 100 passengers, will have cabins, sleeping accommodations, and salons. The motors will have a total of 2,000 horsepower, and the ship will have centralized control from the wheelhouse. The ship will be finished in May.

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